

**Amendments to the Claims**

This listing of claims will replace all prior versions, and listings, of claims in the application.

**Listing of Claims:**

1. – 11. (Cancelled)

12. (Currently Amended) A motor vehicle structural element of the type comprising a cross-member and, at at least one end of the cross-member, a first nut presenting a tapped bore for receiving a screw for fastening the cross-member to an upright of the vehicle, an axis of the bore being substantially parallel to a director line of the cross-member, the element comprising a first cage for preventing the nut from turning about the axis of its tapped bore, the first cage being mounted at said end of the cross-member, and the nut being free to move in the first cage in translation substantially perpendicularly to the axis of its bore, and a spacer device for co-operating with the screw to ~~bear~~ abut against the end of the cross-member and against the upright along the director line of the cross-member.

13. (Previously Presented) The element according to claim 12, wherein the first cage is mounted at the end of the cross-member by welding.

14. (Previously Presented) The element according to claim 12, wherein the first cage is mounted at the end of the cross-member by screw fastening.

15. (Previously Presented) The element according to claim 12, wherein the first cage is mounted at the end of the cross-member by crimping.

16. (Previously Presented) The element according to claim 12, including a sleeve via which the first cage is mounted to the end of the cross-member.

17. (Previously Presented) The element according to claim 16, further comprising a plate secured to the sleeve and on which the cage is provided.

18. (Canceled)

19. (Previously Presented) A motor vehicle structural element of the type comprising a cross-member and, at at least one end of the cross-member, a first nut presenting a tapped bore for receiving a screw for fastening the cross-member to an upright of the vehicle, an axis of the bore being substantially parallel to a director line of the cross-member, the element comprising a first cage for preventing the nut from turning about the axis of its tapped bore, the first cage being mounted at said end of the cross-member, and the nut being free to move in the first cage in translation substantially perpendicularly to the axis of its bore, a spacer device for co-operating with the screw to bear against the end of the cross-member and against the upright along the director line of the cross-member, wherein a helical connection is provided between the first cage and the end of the cross-member, said helical connection being oppositely handed relative to the helical connection that arises from the screw being screwed into the first nut, so that the first cage comes to bear against the upright along the director line of the cross-member while the screw is being screwed into the first nut.

20. (Previously Presented) A motor vehicle structural element of the type comprising a cross-member and, at at least one end of the cross-member, a first nut presenting a tapped bore for receiving a screw for fastening the cross-member to an upright of the vehicle, an axis of the bore being substantially parallel to a director line of the cross-member, the element comprising a first cage for preventing the nut from turning about the axis of its tapped bore, the first cage being mounted at said end of the cross-member, and the nut being free to move in the first cage in translation substantially perpendicularly to the axis of its bore, a spacer device for co-operating with the screw to bear against the end of the cross-member and against the upright along the director line of the cross-member, wherein the spacer device comprises a second nut presenting a tapped bore for receiving the screw, the axis of the bore being substantially parallel to the director line of the cross-member, said spacer device further comprising a second cage for preventing the second nut from turning about the axis of its bore, and a helical connection is provided between the second cage and the end of the cross-member, said helical connection being oppositely handed relative to the helical connection that arises from screwing the screw into the second nut, so that the second cage comes to bear against the upright along the director line of the cross-member while the screw is being screwed into the second nut.

21. (Previously Presented) The structural element according to claim 12, wherein the cross-member is a cross-member for supporting a motor vehicle dashboard.

22. (Currently Amended) A motor vehicle comprising:  
a dashboard; and

a structural element of the type comprising a cross-member and, at at least one end of the cross-member, a first nut presenting a tapped bore for receiving a screw for fastening the cross-member to an upright of the vehicle, an axis of the bore being substantially parallel to a director line of the cross-member, the element comprising a first cage for preventing the nut from turning about the axis of its tapped bore, the first cage being mounted at said end of the cross-member, and the nut being free to move in the first cage in translation substantially perpendicularly to the axis of its bore, and a spacer device for co-operating with the screw to ~~bear~~ abut against the end of the cross-member and against the upright along the director line of the cross-member.